Tiles of course, well known that meet anical traction has been utilized to a very large extent in the great war. It is a fact that the war could got be conducted in anything like the gresent manner without the use of ractors, not to speak of motor trucks, notor boats, and railroads.

embers of the Society of Auto-Engineers are also engaged in rk. President George W. Dun-of the society, is the civilian for the Motorization of Field There are many logical reasons in

iven apparatus for horses in the arshalling of field guns. Horses of required type are becoming more more scarce and costly. It has established that certain types of nd can be covered by the use of tors when it would be impossible horses. The tractor, as a whole, i one sense more vulnerable to fire than a field artillery team ight horses; on the other hand, tractor can work longer and be ired within thorter time than is ired for a horse to recover from he tractor can work longer and be epaired within thorter time than is equired for a horse to recover from my ailment. Sentimental reasons, of ourse, are in favor of the horse being emancipated from the frequently xtremely heavy work of gun haulage. The Tractor Standards Division, of the Society of Automotive Engineers, of which H. L. Horning is chairman and George T. Strike, C. M. Eason, fred Glover, E. R. Greer and Raynond Olney are members, is co-operating in several fields of tractor rogress, including that having to dorith the heavy ordnance work. Mr. Horning is a member of the automative committee of the advisory commission of the Council of National Delense, representing the tractor incrests. The manufacturers of pasenger cars, motor trucks, parts and icessories for automotive apparatus, increst, watercraft and motorcycles are also represented on this committee riche has within its jurisdiction some natters of a commercial nature, as all as those involving engineering ers of a commercial nature, as as those involving engineering

The great potentiality of the farm actor in the solution of the world's reat potentiality of the farm in the solution of the world's oblem is, of course, well ap-d. Many points are, however, in the adequate production of farm tractors. In the na-a starting point is the fact average farmer does not un-l sufficiently the merit of the and is not trained as he should e operation of the mechanical us.

result of military activities, sight. The most spectacular fea-sight. The most spectacular fea-for this development is the mili-work, but the production of crops catty increased quantities is a feration second to none in the sal welfare.

AUTOMOBILE LICENSES.

Bean, Bethesda, Md., Ford, 1917. F. King, Ballston, Va., Ford, 191 R. Smith, 816 D st. ne., Davi

-Wm. F. Cush. 201 S st. ne., Washington

SM17-SM17-Clara S. Bradbury, 220 ...

SM21-Clara S. Bradbury, 220 ...

Maxwell, 1917.

SM23-Q. M. Dept. U. S. A., Dodge, 1917.

SM23-Q. M. Dept. U. S. A., Dodge, 1917.

SM23-B. B. Woods, 22 F st. ne., Ford, 1917.

SM15-R. L. Frye, 239 S. Cap., Auburn, 1917.

SM15-C. T. Minklet, Newport, R. L., Stude

52198-Mrs. G. R. Love, Temples 17. 5326-Geul. Shipbuilding Co.,

SCHE-May A. Marr. 1818 S st., Overland, SCHE-J. T. Kane, 92, Ingraham st., Ford, SCHE-W. C. Duley, Oroom, Md., Dodge, SCHE-F. H. Farker, 9th and B sts. ne., rolet, 1917. £:235-M. H. Exley, Kensington, Md., Dodge,

1917.
 1927. P. L. Rico, Frederick, Md., Ford, 1917.
 1928. S. Siiverburg, 638 Lamont et., Ford, 1916.
 1922. E. J. Metz, 1215 I et., Auburn, 1917.
 1923. Geo. A. Joldenberg, Baltimore, Saxon, 1927.

HALT ROAD BUILDING ONLY AFTER SURVEY

This Is Plea of Editorial Writer American Motorist.

Following a news item conveying the information that several States contemplate abandoning their road-building plans because the United States is at war, the current number of American Motorist, official magazine of the American Automobile Association and probably America's foremost advocate of good roads, prints a timely editorial on the subject under the caption, "Shall the War Bring Road Building to a Halt?" Says American Motorist:
"The situation should be carefully situation should be carefully

ne avoided.
"If by curtailing road work the load supply of the nation can be markedly increased, enlistments in ur fighting forces stimulated, or production of those things necessary to he successful conduct of the war duction of those the war charged, then by all means postpone new road work until next year or until the close of the war.

"In a determination of these questions there are important facts "In a determination of these questions, there are important facts which must not be overlooked. One of these is that farm labor in any given section of the country is required in a large amount only at certain short seasons, the crop planting and the crop harvesting times. "Would it not be the part of wisdom for highway departments to make a survey of the situation and by conferences with contractors and public officials determine with reasonable exactness the economic advantages and officials determine with reasonable ex-actness the economic advantages and disadvantages which would follow a continuance or discontinuance of road work for the season? "The stoppage of public road work should be done only when it is ap-parent after careful investigation that the public welfare is promoted by such action."

DESTROYER PICKS CAR FROM BOTTOM OF SEA

Mitchell Car, Lost from Ferry, Is Recovered by Anchor.

A Mitchell automobile, which was lost in transit while being ferried across Chesapeake Bay, has been recovered by the torpedo boat destroyer Benham. When the torpedo destroyer lifted its anchor, the automobile was found caught in it. The interesting account given below is taken from the American Marine Engine:

"At last the automobile of old Father Neptune has been found, and whether or not it was due to his exceeding speed limit on the bottom of the sea or due to a shortage of gasoline cannot be stated, but at any rate the machine has been brought to the surface and taken to Northe surface and taken to Nor

when the torpedo boat destroyer Benham attempted to raise one of her big anchors a couple of miles off shore in Chesapeake Bay recently, preparatory to leaving her position near the submarine nets at the entrance to the bay, trouble was found in raising the starboard hook. When the anchor was finally hoisted on deck there came along with it a fully equipped five-passenger Mitchell automobile. The top was nearly all gone but the body and chassis were in ut the body and chassis were in airly good condition after four years

Pathfinder Boosts Bonds.

THE WASHINGTON HERALD, SUNDAY, JUNE 10, 1917.

General Manager of Haynes Company Sees Bright Future.

Haynes business was not greatly affected.

"People today do not look upon an automobile as a luxury which they can dispense with. They have learned that a motor car is a necessity, and they would as soon think of doing without a cookstove or a dining-table or a piano as to deprive themselves and their families of a car. My firm belief is that the next five years will be great business years for this country in spite of the war. Rather the war will help, because literally billions of dollars will be spent right here in the United States. To this the reply is made that a great part of this money will be spent for war munitions and the like. But every cent of it will go into circulation at once, Labor will be ousy and better paid; people are planting vacant ground and the money they save in that way will be used to purchase things they want. "Is is really a good thing for us that we have had our scare and have recovered from it so soon. We will see by fall that general business in this country will show a good increase, just as it did in Canada, in the same way and for the same reason. The present demand for Haynes cars is one of the best business barometers any of us could ask." se great business years for this country in spite of the war. Rather the rar will help, because literally billons of dollars will be spent right ere in the United States. To this he reply is made that a great part of his money will be spent for war multions and the like. But every cent of the will go into circulation at once, abor will be ousy and better paid; and money they save in that way will; he money they save in that way will; he money they save in that way will end to purchase things they want end to purchase things they want end that general bashess in his country will show a good threase, his country will show a good increase, as it did in Canada, in the same of the best business barometers my of us could ask."

AUTO MEN WILL HOLD LIBERTY LOAN DRIVE

What will be known as "liberty loan intomobile week" will begin Monday, Impelli, and continue during the five publisher at dinner he was ready for eventualities. The publisher has men tutomobile week" will begin Monday, Impelli, and continue during the five publisher at dinner he was ready for eventualities. The publisher has men tutomobile week" will begin Monday, Impelli, and continue during the five publisher at dinner he was ready for eventualities. The publisher has men to the eager went of the treatment of the final subcriptions will be made for the first of the publisher and and pour salary boost. The formula runs something like this: "Lot me see you have been with the paper so many years," you have done this and you have left undone things you should have done-but you have preparing his men for a salary boost. The formula runs something like this: "Lot me see you have been with the paper so many years," he started.

And, the young man came to New York to bask in the presentable.

He want over his speech early the publisher than the intervention of the raise.

The young man came to New York to bask in the presence of the war will have to be a with the wear will have the same were the well as a presentable.

He want over his speech to present his me

During its recent annual meeting the American Automobile Association appointed a special committee to cooperate in the various Federal Reserve Bank districts with the liberty loan representatives, President H. M. Rowe naming the following to take charge of the work: Osborne I. Yellott, chairman, Baltimore; Stedman Bent, Philadelphia: H. J. Clark, Minneapolis; A. N. Eastman, Chicago; G. H. Kile, Akron, and George C. Diehl, Buffalo.

In a letter sent to the content of the content of

Buffalo.

In a letter sent to presidents and secretaries of A. A. A. clubs throughout the country, Chairman Yellott thus indicates the manner in which the organized motorists are expected to expend their efforts:

"We have a comparatively limited time in which to lend our nation-wide strength to the sale of the first bond issue, and I am calling you to ask the members of your club to get in touch at once with the nearest banking institution in your locality which has to do with the sale of liberty loen bonds. In behalf of the committee, I am asking you personally to see to it that your club at once sets the wheels in motion, and I know that you mand."

NEW "SEE-SAW" EFFECT

pany Sees Bright Future.

"The American people have evidently thought out the business question, and have decided not to be depressed any longer," says A. G. Selberling, general manager of the Haynes Automobile Company.

"For a few weeks after the declaration of war, as was to be expected, practically every line of business suffered. There was so much talk about increased taxes—and too much talk about the necessity of hoarding every resource—that the people actually did not know what to do or to think.

"Naturally the automobile industry suffered, and with it suffered the automobile accessory business and all the industries and enterprises which profit by the patronage of the motorist. But the pendulum of public opinion show started on its return swing and today the outlook is not only rosy, but actual business conditions are fine. Of course I am glad that the volume of Haynes business was not greatly affected.

"People today do not look upon an

AT CINCINNATI RACE

The 20-mile International Sweepstikes, at Cincinnati was "some seerow affair." First, De Palma led the betroit Special in place of Eddie Rickenbacker, no...d into first place for a time. Then De Palma went to the fore again, only to give way to Louis Chevrolet in a Frontenac. Louis held the lead from the eighteenth lap to the twenty-sixth, when De Palma leaped ahead. In lap twenty-nine Chevrolet shot ahead and in lap thirty-three Gaston Chevrolet, driving another Frontenac, passed De Palma, only to be displaced by his brother Louis, who breezed in a winner, maintaining an average speed of 102 miles per hour.

Brother Gaston looked like a winner.

Brother Gaston looked like a winner until tire trouble forced him into the Pathfinder Boosts Bonds.

A seven-passenger Pathfinder touring roadster, painted red with disappearing top and concealed spare wheel and tire, was driven through the streets of Spokane for several days last week, advertising the liberty bond issue and suggesting to automomile owners to buy a bond now.

Recommends A. C. Trip.

Jesse J. Haas, local manager of the Firestone Tire and Rubber Company, reports an exceptionally pleasant trip on Decoration Day to Atlantic City, and recommends the route to other tourists in glowing terms.

According to Mr. Haas, this last trip was the most delightful he has ever enjoyed in twelve years of automobile experience. Leaving his residence, the Van Cortlandt, at 10 o'clock in the morning, he arrived at the front door of the Mariborough-Blenheim at 5 o'clock that same evening without having a single moment's delay anywhere or at any time, even to the extent of being able to pass anybody on the road if he so wished, regardless of hills, grades or other conditions.

The speedometer showed 183 miles.

less of hills, grades of other conditions.

The speedometer showed 183 miles, but in figuring the time, two hours should properly be deducted on account of stop-over for luncheon in the suburbs of Baltimore, the ferry at Pen-Mar, and dinner prior to reaching Atlantic City.

Mr. Haas further states that while he does not claim this to be a speed record, it was a demonstration of what a good car will do, and suggests that the ride will prove most interesting and delightful to anyone in Washington, provided they own a good car and desire to spend from seven to ten hours on the road with it,

New York, Day by Day By O. O. McINTYRE.

Special Correspondent of The Washington New York, June 8.—It is fit that patriotism must exact its little sacrifices, but there is a well-known write who has long since realized that the charet has put the "din" in dinne

at breezed in.

She said she had long wished to witness such an inspiring sight as a press agent at work. In fact she gushed like one of those new oil wells in Eastern Kentucky that Wall Street talks about.

"I'm the correspondent for the Bee and Bird Journal." she explained.

It seems that in the spring the young rowdy's fancy idly turns to making signs, and so at this time the keepers of the New York Zoo are watchful. They overcame several-temptations the other day to search inventive looking young visitors who might be harboring concealed chalk. The fears of the keepers were, however, well based, for at the end of a fairly perfect day two signs, entirely unofficial, had been added to the regular park quota.

At the baseboard of the enclosure At the baseboard of the enclosure containing Alice, the largest of the elephants, was written. "The North American Weazel," while over the cage of Sammy, the wild Persian jack-ags, appeared the information: "Ad-viser in Chief to the Kaiser."

Herald's Blue List of Used Cars

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HUDSON, 1915—7 passenger, newly HUDSON, 1915—. \$150 painted painted 7 passenger; CHALMERS, 1915 — 7 passenger; HAYNES, 1914-5 passenger, newly OVERLAND. 1912—5 passenger. \$250 All these cars have been mechan-ically overhauled and are guaran-teed as represented.

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1529 M St. N. W. North 331. HUPMOBILE — 32 touring; good HAYNES-1916; demonstrator;

HUPMOBILE — Model K, roadster; winter and summer top. .. \$550 MICHIGAN—Touring; electric lights and self-starter; three in good dition.



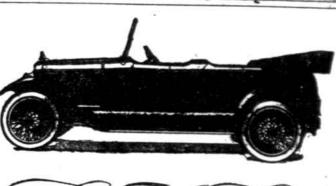
W. H. Wyman

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Main 23.

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AUBURN AND PATHFINDER

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BRISCOE— MILLER BROS, 1405 H st. Main 6097.

1405 H st. Main 6097.

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tor develops the power of the Hal-Twelve plus the smoothness of the Hal-Twelve. At 2000 r. p. m. it develops 65 horsepower (brake test); at 3000 r. p. m. 87 horsepower. And it is a V-type twelve, the smoothest type of gasoline motor ever devised.

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nactors, not to speak or motor trucks, motor boats, and railroads. It has been appreciated for a long ime that mechanical power can be imployed in many ways for the transportation of troops, supplies, municions of war, and guns. The haulage of field guns by European armies has seen largely by mechanical power and a great deal of development work has seen done by the Ordnance Department of our army. In fact, we have not this country the first completely notorized field artillery battery.

The Ordnance Department is now loing a great deal of advanced work. Some of the best trained officers in the truny are devoting their entire attention to the subject. Several promient members of the Society of Autonobile Engineers are also engaged in

here is no doubt that a great deal

ner, 1915. 2015-Ordnance Office, War Dept., Ford. 2015-Ordnance Office, War Dept., Ford. 2017-W. B. Hartman, Baltimore, Overland,

33:28-Wm. N. Robertson, 67 U st. nw., Ford,

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